5.0 TRANSPORTATION

5.1 Introduction

Chula Vista's transportation system connects our different land uses with various types of roads and paths, providing access to where we live, work, shop and spend our leisure time. The system plays an important role in shaping the overall structure and form of the City, in that it simultaneously divides and connects land uses. As Chula Vista and surrounding areas continue to grow, the transportation system must be able to accommodate future traffic and provide the means to move people and goods within and through Chula Vista.

This section of the Land Use and Transportation Element discusses Chula Vista's Circulation Plan; Measurements of Traffic; Urban Mobility; Roadway Classifications, Public Transit Plan; Bikeway System; Pedestrian Sidewalks, Paths and Trails; Movement of Goods; and Noise (as it relates to traffic). Trails and bikeways are further discussed in Chapter 9, Environmental Element.

A Traffic Impact Report has been completed for this General Plan and is summarized in the Environmental Impact Report (EIR). The EIR examines existing roadway conditions (Year 2004), as well as a variety of future traffic conditions (Year 2030 and the Buildout Scenario). These scenarios include variations in land use assumptions and alterations to the Circulation Element Plan-to-ground as well as plan-to-plan analysis was conducted. Long term CEQA level analysis was performed in the EIR; however, the City does perform additional Growth Management analysis on specific circulation roadways throughout the City, as described below. This Growth Management analysis is in the very short term and is not applicable to the future scenarios.

5.2 Circulation Plan

Chula Vista's Circulation Plan (Figure 5-13 West and East) consists of the physical transportation system, such as streets, highways, bicycle routes, paths and sidewalks, and of various modes of transportation, such as cars, buses, Bus Rapid Transit (BRT) vehicles, trucks (for goods movement), rail, bicycles, ridesharing and walking. It is designed to serve the land use patterns and densities described in this General Plan, and depicts the roadway classifications that will serve transportation demand resulting from the complete build-out of the City of Chula Vista.

The Circulation Plan was tested using the SANDAG regional transportation demand model (TRANPLAN Series 10). Technical evaluation was performed to confirm that the system will have sufficient capacity to provide acceptable Levels of Service (LOS).

The performance of a roadway or intersection is described in terms of Level of Service (LOS).

5.3 Measurements of Traffic

Level of Service (LOS) is a measure of actual traffic conditions and the perception of such conditions by motorists. It is used to describe the average daily number of vehicles on a street relative to the street's vehicular capacity and the resulting effect on traffic. There are six defined Levels of Service, A through F, which describe conditions ranging from "ideal" to "worst" as defined in Table 5-8, Level of Service Descriptions.

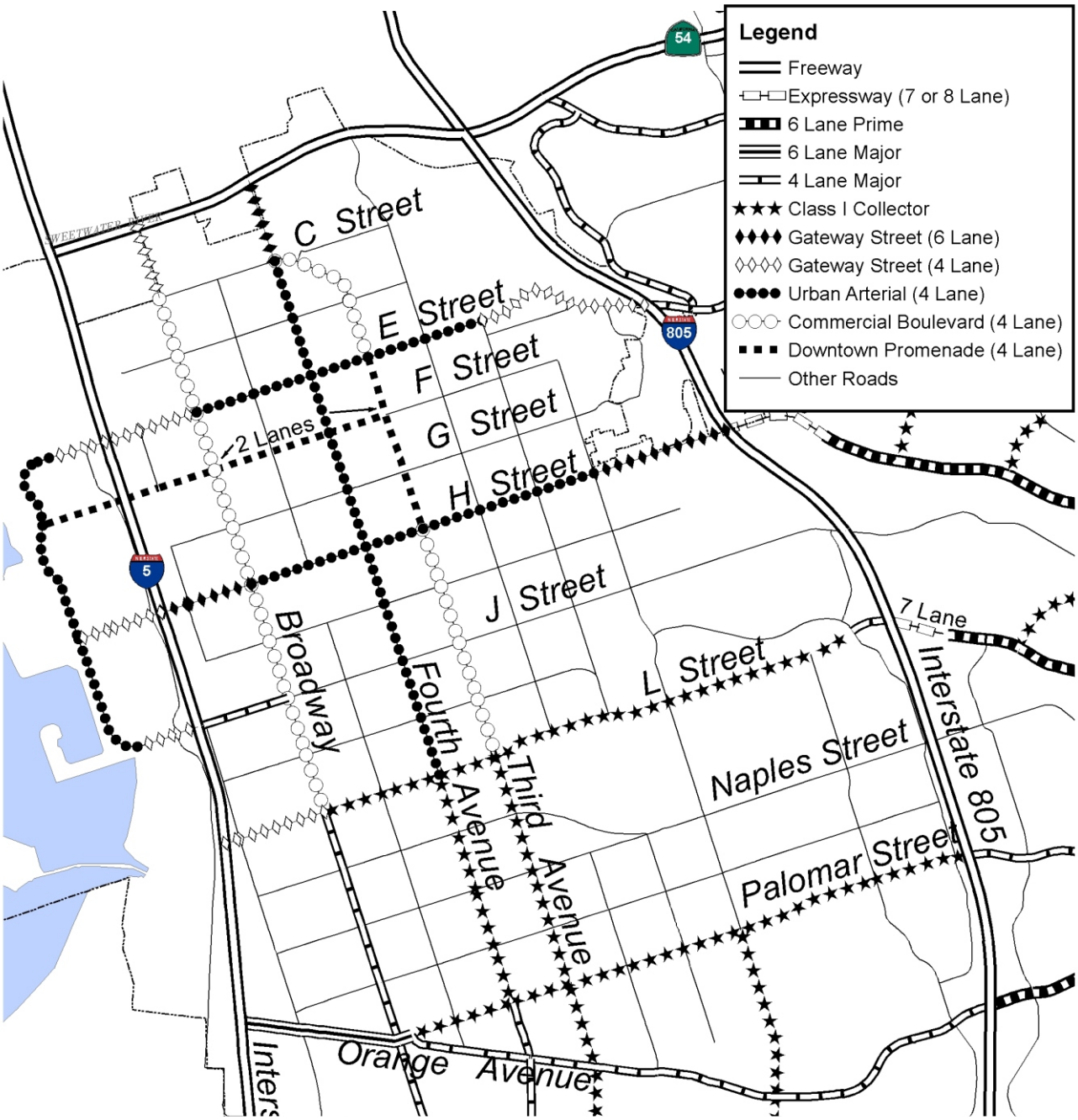
TABLE 5-8
LEVEL OF SERVICE (LOS) DESCRIPTIONS

Level of Service (LOS)	Description of Operation
A	Traffic is typically free-flowing at average travel speeds, with very little delay. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted but the majority of vehicles do not stop and it is not bothersome.
C	Represents stable operations with acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle. The ability to change lanes and maneuver may be more restricted than LOS B.
D	Congestion occurs and a small change in volume increases delays substantially during short periods, but excessive backups do not occur.
E	Congestion occurs with extensive delays on one or more signal cycles and low travel speeds occur.
F	Arterial traffic flows at extremely low speeds, intersection congestion occurs with excessive delays; and back ups from other locations restrict or prevent movement.

In order to determine the LOS for a designated point along a street or at an intersection on a daily basis, the Average Daily Traffic (ADT) volume is compared to the street's intended capacity. This type of LOS analysis is a general indicator of roadway segment performance, and does not take into account intersection operations during peak commuting hours. Table 5-9 shows the City's performance standards and volumes for street segments. The acceptable LOS is C, except for streets in the Urban Core Subarea, which have an acceptable LOS of E. This is discussed fully in Section 5.4 Urban Mobility.

Chula Vista Vision 2020

Circulation Plan - West



City of Chula Vista
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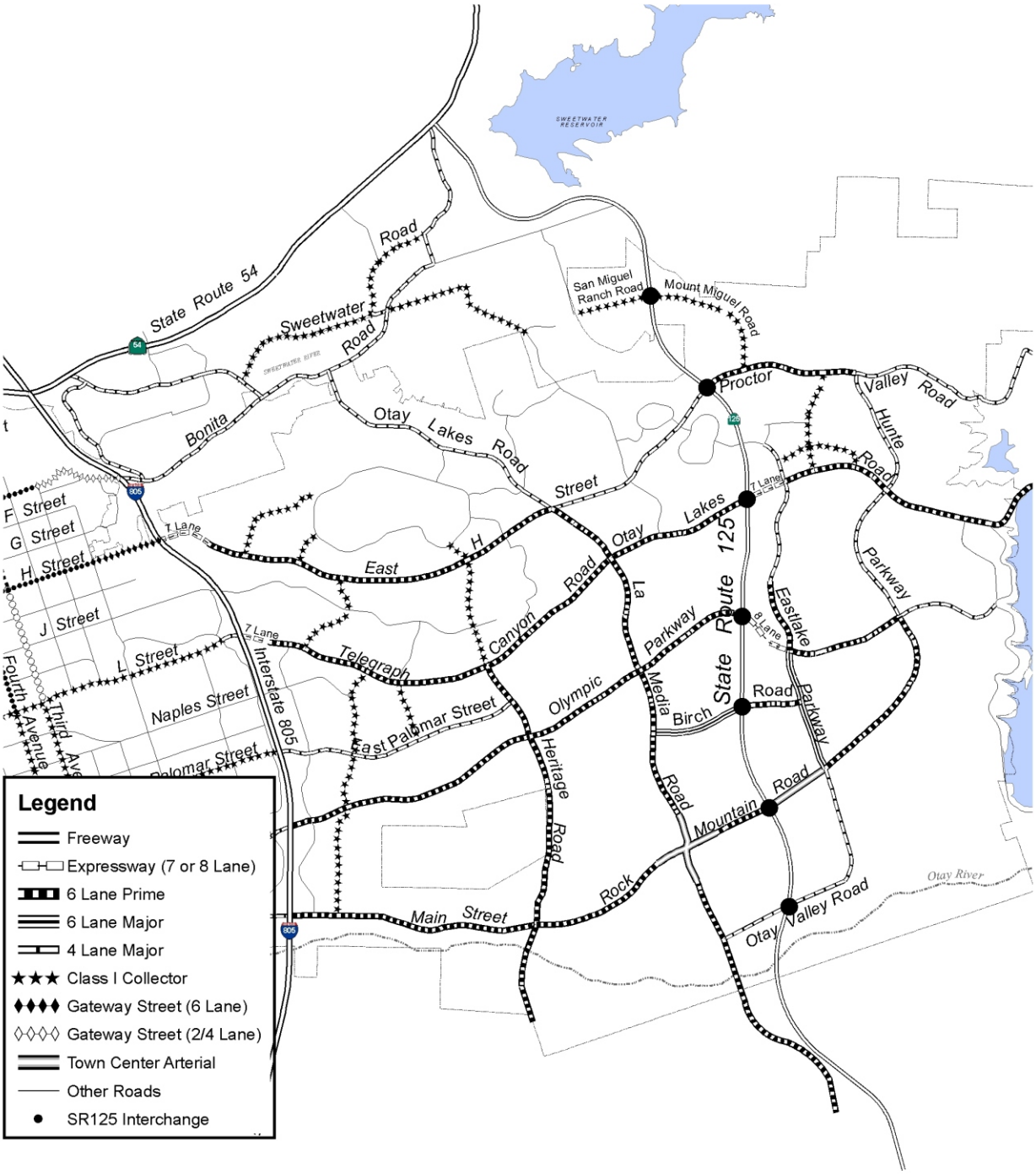
Figure 5-13W | LUT-#52

Chula Vista Vision 2020

Circulation Plan - East



City of Chula Vista

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Figure 5-13E | LUT-#53

TABLE 5-9
STREET SEGMENT PERFORMANCE STANDARDS AND VOLUMES

Street Classification	Acceptable LOS	Acceptable Volume (ADT)
Expressway	C	70,000
Prime Arterial	C	50,000
Major Street (six lanes)	C	40,000
Major Street (four lanes)	C	30,000
Town Center Arterial	C	50,000
Class I Collector	C	22,000
Gateway Street	E	68,000 (six lanes) 48,000 (four lanes)
Urban Arterial	E	42,000
Commercial Boulevard	E	37,500
Downtown Promenade	E	16,000

A roadway's capacity is primarily a function of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. Typically, the more lanes provided, the more capacity the roadway has to accommodate traffic demand.

The peak hour capacity of a roadway is influenced by a number of variables, including the type of intersection controls, signal timing, the presence and frequency of driveways, on-street parking, the percentage of the daily traffic in the peak hour, the direction of traffic in the peak hour and other factors.

5.3.1 Analyzing and Measuring Traffic Impacts

The City of Chula Vista conducts traffic analyses and planning through a three-tiered system that allows the City to cover a broad range of time frames and conditions spanning from 20+-year future forecasts, to near-term project evaluations, to actually driving the roadways to determine real-time current performance. These three analyses have different degrees of precision in determining impacts based on several considerations which include: the type of project being considered; the study years chosen; whether the analysis will consider short-term impacts; long-term impacts or both; and whether the analysis is being conducted to satisfy a CEQA requirement or strictly a City traffic review.

Long Term Forecasts

Long-term forecasts are utilized for determining theoretical traffic impacts in the distant future, and are typically applied in analyzing timeframes 15 years or more into the future, and/or at build-out of an area when all land use capacity is assumed to be developed. These are the types of forecasts used in conjunction with General Plan evaluations that are typically based on build-out conditions for the area under study. Regarding this General Plan, development conditions projected to the year 2030 were employed for the surrounding San Diego region using SANDAG's forecasts, with full build-out of all land uses assumed within Chula Vista's General Plan Area.

These forecasts are very general and conservative in nature given that they look so far into the future, and are unable to address details such as intersection configurations, signal timing and other particular roadway characteristics that may exist in the future. For long-term and General Plan-level analyses, LOS projections are determined using a general traffic volume to roadway capacity ratio (commonly referred to as V/C). Broad LOS performance indicators, as presented in Table 5-9 (Street Segment Performance Standards and volume, are determined for roadways based on dividing total projected roadway trip volumes by various LOS amounts that equate to A-F performance levels, based on a roadway's classification. These criteria are standards presented in the Highway Capacity Manual, which is a professional reference publication employed by transportation planners.

Table 5-9 identifies those roadway classifications that comprise the City Circulation Plan. The Circulation Plan developed for the General Plan was based on forecasted ADT volumes resulting from build-out of the proposed General Plan land uses, as described above. The table shows LOS "C" as the minimum acceptable LOS for determining functional classification of individual roadways outside of the Urban Core Subarea, and LOS "E" for determinations within the Urban Core Subarea. Urban Core Subarea roadway classifications and evaluation standards are further discussed in Section 5.4 Urban Mobility.

Mid- to Short-term Analyses

Mid- to short-term horizon analyses typically review projected conditions looking out more than five years. Both mid- and short-term traffic analyses are usually conducted in conjunction with individual project-level evaluations through a Traffic Impact Report in order to determine project specific or project cumulative impacts. The mid-term analysis is typically done in five-year increments, i.e., 2010, 2015, 2020, etc.

The focus of these analyses is to determine future year travel volumes on various roadway segments on a 24-hour basis. While these analyses employ the V/C methodology mentioned above, they also assess intersection performance within the approved study area. Turning movements at intersections are manually derived and are based on existing turn proportions, when applicable, or are logically assumed for not-yet-existent intersections using similar examples.

Traffic Monitoring Program (TMP)

Under this third tier of traffic analysis, the City of Chula Vista monitors the actual performance of the street system by conducting roadway segment travel time studies annually in accordance with the City's Growth Management program and Traffic Threshold Standards. The standards generally require that arterial roadway segments throughout the City maintain operating conditions of LOS "C" or better, with the exception that LOS "D" may occur for not more than two hours per day, typically in the peak travel periods. This periodic review of roadway operations and volume levels also provides the opportunity to consider geometric modifications that may provide additional capacity necessary to maintain an acceptable LOS.

Results from the TMP can also be used to evaluate potential roadway segment performance under near-term conditions (Years 0-4), using the methodology described in Chapter 11 (Arterial Streets) of the most recent version of the Highway Capacity Manual, which determines segment LOS based on speed. This methodology is not applicable beyond a four-year horizon. Classification of facilities and definition of segment lengths should be consistent with the City's current Growth Management Traffic Monitoring Program.

5.4 Urban Mobility

Traditional LOS methodologies and traffic study guidelines often favor improved automobile flow, which may have a negative impact on pedestrian and transit mobility, and have the unintended effect of limiting development opportunities in more developed areas. The Urban Mobility traffic study approach, however, recognizes that the automobile is just one of several modes of travel that can move people in urbanized environments, and that more intensive developments in built up areas should not be constrained by policies that focus exclusively on moving vehicular traffic.

The overall goal of an Urban Mobility approach is to support the development of great places and neighborhoods by providing transportation choices and supporting those choices with attractive, safe, convenient, and functional infrastructure for all modes of travel. The Urban Mobility approach explores opportunities to make policies and standards sufficiently flexible to support Transit Oriented Development (TOD) in select transit corridors and town centers while maintaining the commitment of new development to mitigate impacts of new travel demand, and to improve the transit, pedestrian and bicycle environment.

The Urban Mobility approach uses several techniques, that are generally consistent with regional congestion mitigation strategies and traffic study guidelines, to create incentives for development that supports transit use, mixed land uses, and walking. And it supports the notion that, under special circumstances, in certain corridors and centers served by transit, it is acceptable to exceed vehicle LOS standards. These circumstances would include ensuring that the area's transportation system is able to move people effectively by a combination of modes. This objective promotes the use of revised LOS standards, alternative ways of measuring LOS for vehicles, and possibly establishing LOS criteria and performance measures for other modes of travel.

Urban Mobility techniques include use of the following:

- Transit Quality of Service (TQOS), which identifies the degree to which transit serves a particular development site. It considers the type of transit, frequency of service, and distance from development.
- Development's Transit and Pedestrian Friendliness, which considers if a development's amenities, site layout, and building orientation improves the pedestrian environment and people's access to transit.
- Urban Arterial Designation, whereby certain streets are designated as urban arterials, with a lower design speed and reduced LOS standard.

Table 5-9 shows the acceptable LOS volumes based on an Urban Mobility approach for the City of Chula Vista's Urban Core Subarea streets.

These Urban Mobility standards follow the precedent of California Senate Bill 1636 (which allows for relaxing of LOS standards in "infill opportunity areas") and the City of San Diego, which has established a performance standard of LOS "E" for streets in their Centre City District. Continuing to use existing procedures and suburban-based performance standards would effectively discourage development in the Urban Core Subarea, hindering the implementation of one of the primary themes of this General Plan.

Henceforth, the City of Chula Vista will follow Urban Mobility standards. Because of existing and projected future land use patterns in the City, there is a strong distinction between the operating characteristics of the street systems within and outside of the Urban Core Subarea. The LOS and volume standards in the City's Circulation Plan will be applied throughout Chula Vista, with special considerations in the Urban Core Subarea, where LOS "E" will be acceptable. LOS "E" is appropriate in the Urban Core Subarea because development will have a more urbanized character, and physical constraints exist, such as limited area to expand rights-of-way. In accordance with that urban character, projects within the Urban Core Subarea will need to comply with urban development standards as presented in Section 7.12 of this element.

5.5 Roadway Classifications

Roadway classifications for the City of Chula Vista are described below. The roadway volume and acceptable LOS for each roadway classification is summarized in Table 5-9. Detailed information regarding roadway design and roadway sections are found in the City of Chula Vista Subdivision Manual, which contains general guidelines for roadway design, including street cross-sections and other related improvements. Urban Core streets are described below and are addressed in more detail in Section 9.3.5, Urban Core Street Network.

5.5.1 Freeways

freeways serve as the primary corridors between communities and other major traffic generators,

Freeways are an important part of the overall circulation system, serving as a means of bypassing regional through traffic, as well as supplementing the local thoroughfare system. Capable of carrying large volumes of unimpeded traffic at high speeds, freeways serve as the primary corridors between communities and other major traffic generators, such as large commercial, industrial, recreational, and residential centers.

The freeway system serving Chula Vista consists of the following:

- Interstate 5, running north-south through the General Plan area, will continue to link Chula Vista with central San Diego to the north and Otay Mesa and Mexico to the south.
- Interstate 805 provides access to the center of the Chula Vista residential and commercial areas. This north-south freeway connects the inland portions of Chula Vista with communities to the north and south.
- State Route 54 (South Bay Freeway) provides access to and from the northeast communities of La Mesa and El Cajon. This east-west freeway also serves as the most efficient route between the coastal area and areas to the east and northeast.
- State Route 125 Tollway, a north-south route, will provide access from the eastern part of the city north to La Mesa and eastern San Diego, and south to Otay Mesa and Mexico.

5.5.2 Expressways

Expressways are essentially enhanced prime arterials whose principal function is to accommodate immediate access to the freeway system for regional travel patterns. The design of expressways, therefore, emphasizes design features to increase capacity and speed, while limiting "friction" associated with driveway access and parking maneuvers. The predominant design feature of this roadway is the number of lanes it has, eight lanes total with four in each direction. A raised median is required to separate the two directions of travel and to provide for landscaping or other visual enhancements.

5.5.3 Six-Lane Prime Arterials

This facility is designed to carry high volumes of traffic and serves to distribute traffic to and from the freeway system. The prime arterial facility proposed in this circulation element is designed to move traffic between major generators.

5.5.4 Six- and Four-Lane Major Streets

The major street facility proposed in this circulation plan accommodates either six or four lanes of traffic. These facilities are designed to carry high volumes of traffic and serve to distribute traffic to and from the freeway system and arterials. Major streets are designed to distribute more localized (rather than regional) trips.

5.5.5 Town Center Arterial

The Town Center Arterial is intended for use primarily in the East Planning Area's Otay Ranch Subarea. Many conflicting movements are reduced through the use of paired one-way streets that may include on-street parking, wider sidewalks, and neckdowns at intersections. The Town Center Arterial provides a more efficient traffic flow by eliminating wide roadway arterials, with their inherent long signal cycle lengths and segregated left turn lanes at major intersections, and it creates a more energized mixed use pedestrian-oriented community within an enlarged urban transit network.

The Town Center Arterial is intended for use primarily in the East Planning Area's Otay Ranch Subarea.

5.5.6 Class 1 Collector Streets

Collector streets provide access to residential areas by relieving traffic pressure on arterials and major streets by providing alternate routes for short trips. Class I collector streets primarily circulate localized traffic and distribute traffic to and from prime arterials and major streets. Class I collectors are designed to accommodate four lanes of traffic; however, they carry lower traffic volumes at slower speeds than major arterials.

5.5.7 Urban Core Street

The following four roadway classifications are found only in Chula Vista's Urban Core Subarea and have a different acceptable LOS standard than the City's other roadway classifications. Their acceptable LOS "E" is in accordance with the concept of Urban Mobility, which is discussed in Section 5.4 of this element

Gateway Street

The intent of the Gateway Street is to link the Urban Core to the surrounding freeways that will provide regional access to and from this area. These roadways (segments of Broadway, Fourth Avenue, E Street, H Street, I Street and L Street) connect the Urban Core to State Route 54, Interstate 805 and Interstate 5. These facilities are similar to four- and six-lane major roads in other parts of the City, but will provide special design features and amenities to encourage access for the full spectrum of travel modes..

Urban Arterial

The intent of the Urban Arterial is to serve all modes of travel within a more urbanized development context. These roads include portions of E Street, H Street, Marina Parkway, and Fourth Avenue. Urban Arterials are similar to four-lane major roads in other areas of Chula Vista, but with special features to support multi-modal trips. Urban Arterials serve as transitional roadways between Gateway Streets and the Commercial Boulevards and Downtown Promenades.

The public transit network is based on SANDAG's Regional Transit Vision (RTV).

Commercial Boulevard

These streets include segments of Broadway and Third Avenue (north of E Street and south of H Street) and will serve existing and future shopping districts. Design will be generally consistent with four-lane majors in other areas, but with special design features reflecting the multi-modal nature of streets in more urban areas.

Downtown Promenade

These roads (including portions of F Street and Third Avenue) will provide access to retail establishments and residences in the heart of the Urban Core Subarea street cross-section will be similar to a Class I Collector, but with multi-modal features and amenities that accommodate and enhance the surrounding urban context.

5.6 Public Transit Plan

The proposed public transit system is a comprehensive network combining existing and planned public transit facilities to provide affordable, efficient public transportation for the residents of Chula Vista. It integrates the needs of both regional travel and local travel. The key routes of the proposed public transportation system are discussed in the following sections. The public transit network is based on SANDAG's Regional Transit Vision (RTV) and has been augmented with additional routes by the City.

5.6.1 Regional Transit Plan

The Regional Transit Vision (see Figure 5-14) calls for a network of fast, reliable, and convenient services that include rubber-tired vehicles (referred to as Bus Rapid Transit (BRT)) that connect residential areas with employment and other major activity centers. Using market research and analyzing people's travel patterns, four service concepts have been identified to address varying needs (see Table 5-10). Together, these different service concepts make up a comprehensive system that complements and supports existing and planned land uses.

Yellow Car and Red Car services form the backbone of the regional transit system, providing rapid and relatively frequent service. The Coaster commuter rail system is an example of Yellow Car service, while the San Diego Trolley is an example of Red Car service in Chula Vista. Yellow Car (BRT) service is planned for the Interstate 805 corridor, and Red Car (BRT) service is planned for east/west corridors (H Street, Palomar Street, and Main Street) and the State Route 125 corridor.

Blue Car service is essentially the local bus network, while Green Car service includes local shuttles that connect local activity centers and the backbone transit network. Green Car service would connect the Bayfront Planning Area and the Northwest Planning Area's Urban Core Subarea in Chula Vista.

5.6.2 Public Rapid Transit Expansion - South Bay Transit First

SANDAG's adopted Regional Transit Vision and Transit First! Strategy, which is discussed in Section 1.5.1 of this element, incorporates Bus Rapid Transit (BRT) vehicles into Chula Vista's circulation system, replacing the previously planned light rail transit system envisioned for eastern Chula Vista. The BRT system uses high quality, rubber-tired vehicles, offering the speed, comfort and amenities of a trolley with the flexibility of non-fixed modes of transportation. BRT vehicles travel in their own lanes and/or receive priority at signalized intersections in mixed flow conditions. Upgraded transit stations will have shelters, passenger information and other features.

These service concepts and their characteristics are summarized in the table below.

TABLE 5-10
TRANSIT SERVICE CONCEPTS

SERVICE	TYPES OF TRIPS	TRIP CHARACTERISTICS
Green Car Service	Community Trips	Community-based shuttles, lower speed, frequent stops
Blue Car Service	Short Trips	Basic mobility, local service, lower speed, frequent stops
Red Car Service	Medium Trips	Corridor-focused service, higher speed, less frequent stops
Yellow Car Service	Long Trips	Regional service, highest speed, limited stops

(Source: Adapted from *Regional Comprehensive Plan for the San Diego Region,* SANDAG, December 2003)

SANDAG approved the Otay Ranch Transitway Alignment for planning purposes in March 1993 and is currently examining new alignments and variations in southeast Chula Vista, including the area east of State Route 125. Ultimately, the Otay Ranch segment would travel south along State Route 125 to meet the Otay Mesa Segment at the Otay Mesa Transit Center and Otay Mesa Road. In the Northwest and East Planning Areas, stops in Chula Vista may include those in the vicinity of Plaza Bonita; H Street/Terra Nova; Otay Ranch Villages 1, 5, 6, and 9; Freeway Commercial; the Otay Ranch Eastern Urban Center; the proposed university; and all of the Light Rail Transit (LRT) stations at E, H and Palomar Streets.

Routes that will link eastern Chula Vista with the western areas of the City and the existing trolley stations include:

- Route 628/694: Downtown San Diego to Otay Ranch (Phase 1) and ultimately to East Otay Mesa and the Mexican border (Phase 2)
- Route 627: H Street Trolley Station to Otay Ranch via Southwestern College
- Route RC-1/635: Palomar Street Trolley Station to Eastlake Business Center via Main Street and Otay Ranch

Extension of streets from the Urban Core Subarea into the Bayfront Planning Area provides strong east-west linkages.

In addition to the existing San Diego Trolley (Route 510), other first tier routes identified in the South Bay Transit First Study that will traverse Chula Vista providing north/south links include:

- Route 540/640: San Ysidro international border crossing to Old Town Transit Center providing express service using Interstate 5 to supplement the corridor service provided by the existing trolley.

- Route 680: San Ysidro international border crossing to Sorrento Valley, primarily along Interstate 805.

5.6.3 Local feeder Bus Routes

The proposed public transit system also includes a network of local bus routes oriented to each of the community activity centers, as well as the Urban Core Subarea and eastern activity centers. Community activity centers serviced by the local bus network include Bayfront, Terra Nova, Bonita, Southwestern College, Eastlake, Otay Ranch villages, the proposed university, Sharp Hospital, and the Montgomery area. The local bus network will loop into the neighborhood area collecting riders for the east-west express bus route and the north-south regional transit system.

5.6.4 Connection Services

The Urban Core Subarea have will contain the greatest diversity of public, commercial, civic, financial, cultural, and residential uses, emphasizing its role as the hub of Chula Vista. Extension of streets from the Urban Core Subarea into the Bayfront Planning Area provides strong east-west linkages for all forms of vehicular and transit movement, including pedestrians and bicyclists. An appropriately designed local feeder bus route (Green Car Service), e.g., a transit loop operating on E or F and H Streets, Third Avenue and Marina Parkway, is intended to connect the Bayfront's activities and amenities to the Urban Core Subarea's Downtown Third Avenue and Civic Center; H Street; and the mixed use transit-oriented developments surrounding the E and H Street trolley stations (see Figure 5-15).

Additional local feeder bus loops should connect areas as planned land uses are implemented and future needs arise. Examples may include connections between the Eastern Urban Center and other areas in the East Planning Area with the Northwest and Southwest Planning Areas; connections between the Southwest and Northwest Planning Areas; or connections between specific activity centers and nearby major transit stations. See Section 7.6 of this element for policies on transit shuttles between activity centers.

Chula Vista Vision 2020

Regional Transit Vision

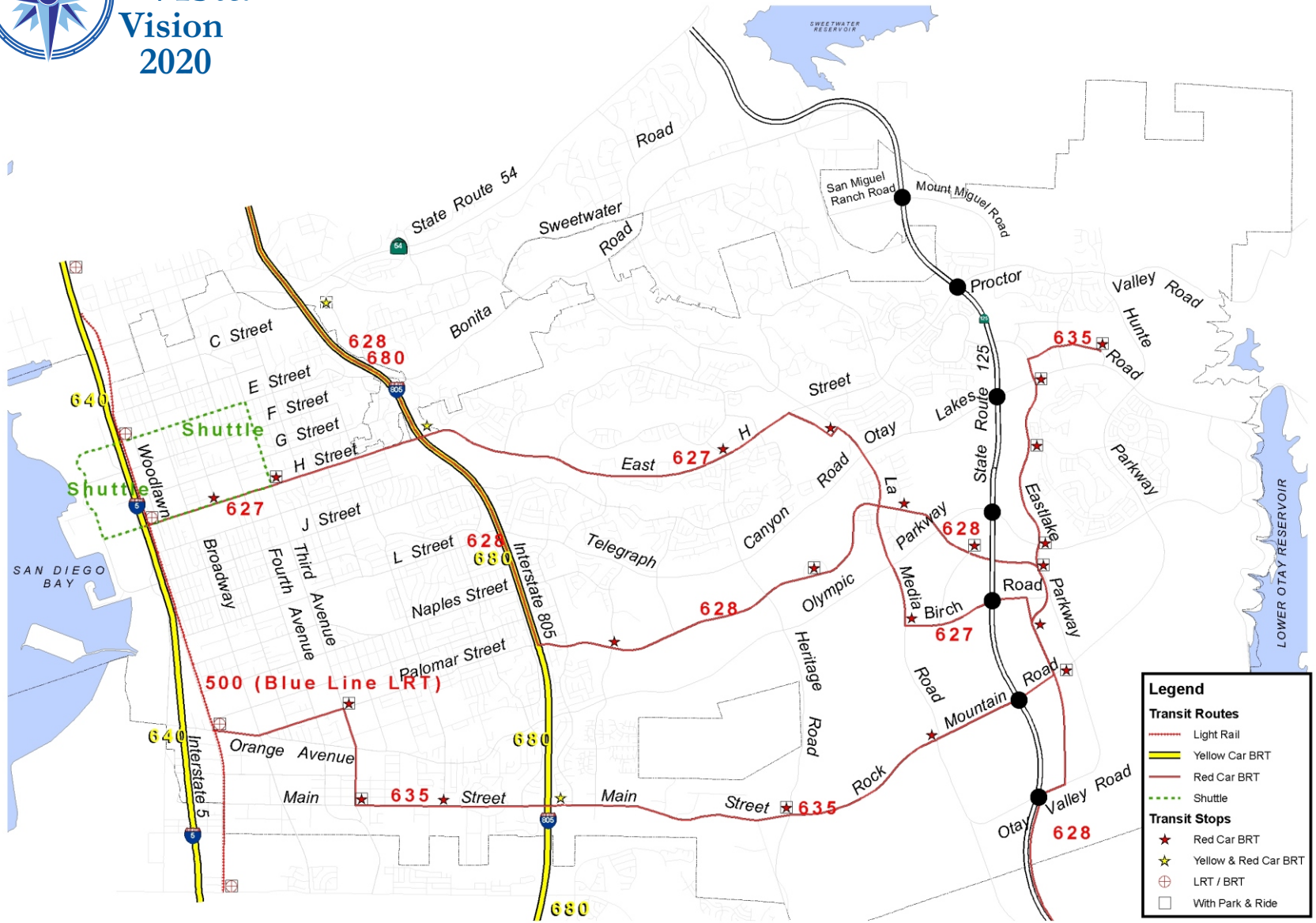

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Figure 5-14 | LUT-#63

There are three regional bikeway projects being planned for the City of Chula Vista.

5.7 Bikeway System

The City of Chula Vista Bikeway Master Plan identifies existing facilities and bicycle deficiencies throughout the City, evaluates the existing bikeway system's relationship with other mobility systems, and provides cost estimates to make improvements.

Bicycle paths, lanes, and routes are provided on a number of Chula Vista's roadways. The bike system provides bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. There are a few Class I facilities (bike lane separated from traffic) within the City, but virtually all arterial roadways east of Interstate 805 have Class II facilities (on-street bike lanes marked at the curb or in the parking lane). There is a significant amount of Class III bikeway facilities (signage, no paint in right-of-way), primarily within western Chula Vista. See Figure 5-16 for the City's existing and programmed bikeway facilities.

In addition to the City's bikeway system, the regional San Diego Bayshore Bikeway is a 26-mile bikeway around San Diego Bay, which includes a Class I segment along the Bay's east side, through Chula Vista's Bayfront Planning Area, with a bridge across the Sweetwater River. There are three regional bikeway projects being planned or scheduled for completion within or very near to the City of Chula Vista:

- Sweetwater River/Otay River Loop, which includes joint planning by City of Chula Vista, City of National City, and the County of San Diego;
- State Route 905 Corridor, which provides access from the City to two U.S.-Mexican border crossings; and
- State Route 94/State Route 54 Corridor, where the State Route 54 portion will connect to the Sweetwater River Bikeway.

5.8 Pedestrian Sidewalks, Paths and Trails

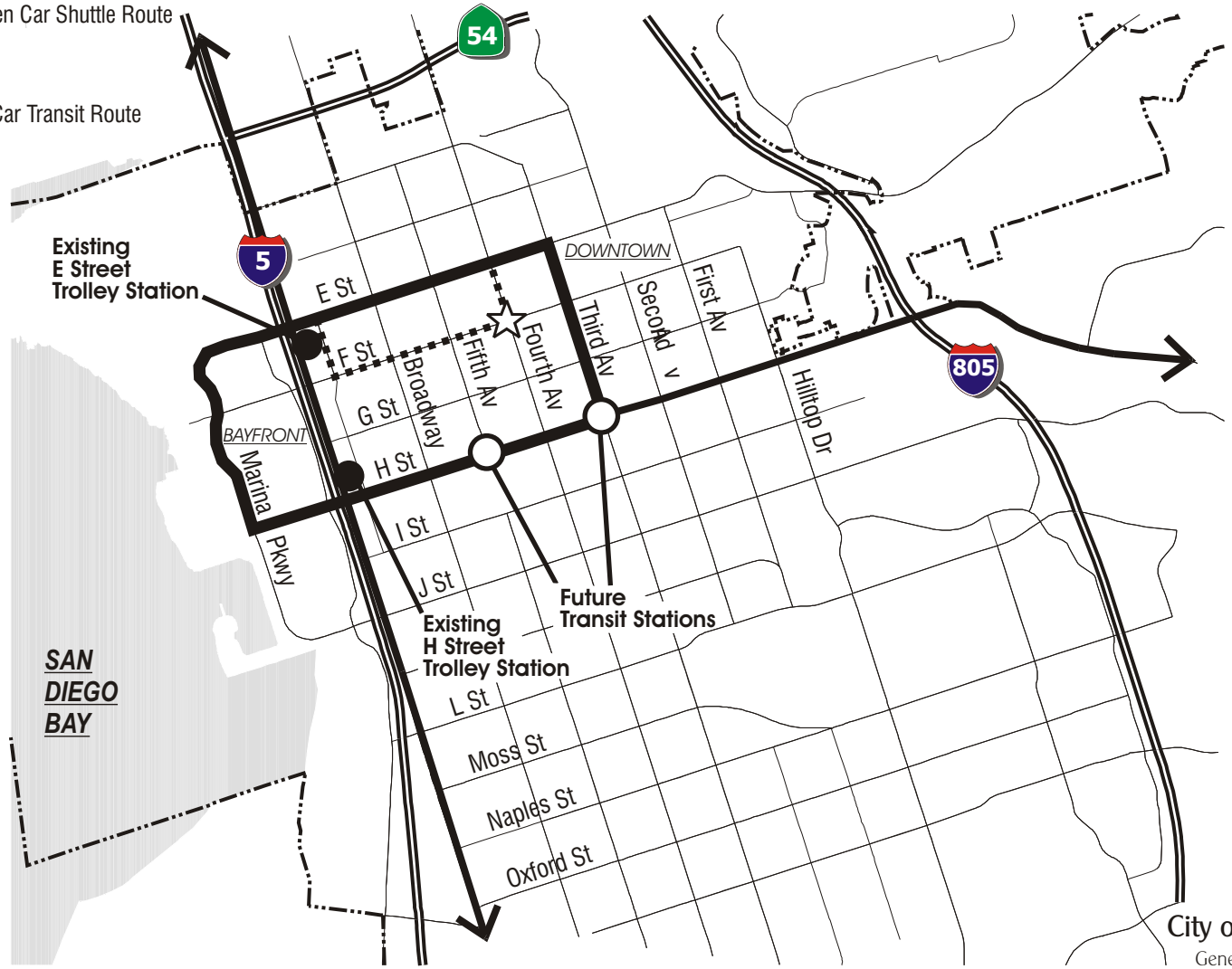
Pedestrian sidewalks, paths, and trails are important for several reasons, including mobility and access, connectivity between land uses, safety, health, and community interaction. Not all people get to their destination by automobile, including those too young to drive, the elderly, or those who prefer to walk. Even for people who do drive or take transit, all trips begin and end by walking. Sidewalks and other pedestrian pathways are important for providing connections to schools, parks, shopping, jobs, and between neighborhoods. Children in particular should be able to walk safely to school. Increased numbers of people walking on the streets creates a safer environment and thereby encourages others to also walk. Vibrant urban areas always have high levels of pedestrians. Walking is a healthy activity and helps prevent certain diseases, as medical authorities in the United States have become increasingly concerned about the rise of weight-related health problems in our population, including southern California. Walkers have opportunities to window shop, observe their neighborhood, people watch, and

Bayfront Green Line

Chula Vista Vision 2020

LEGEND

- City Boundary
- Proposed Bayfront Green Car Shuttle Route
- Alternate Route
- Existing or Future Red Car Transit Route
- Civic Center



NORTH
N.T.S.

City of Chula Vista
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Figure 5-15 | LUT-#65

Chula Vista Vision 2020

Existing and Programmed Bikeways

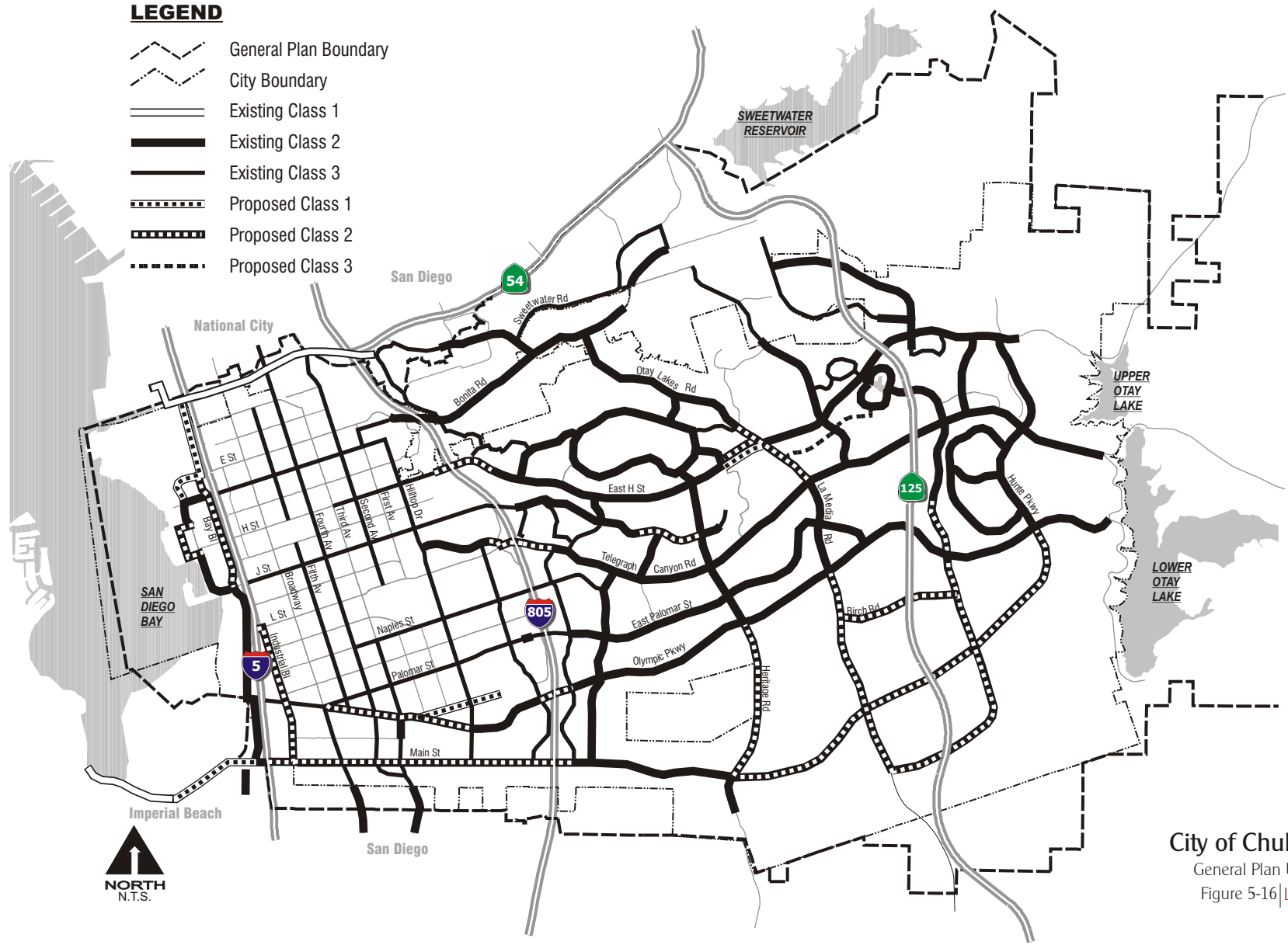

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Figure 5-16 | LUT-#66

socially interact with others, which can make them feel more connected to their community in a positive way.

Although most of Chula Vista has sidewalks, some neighborhoods that were annexed into the City from unincorporated County areas are not completely served and need upgrades or improvements. Also, areas intended for increased intensity may have sidewalks that are too narrow to accommodate the envisioned activity levels or may lack convenient connections to adjacent land uses, neighborhoods, or transit service. The safety and comfort of pedestrians need to be considered.

Sidewalks and other pedestrian pathways are important for providing connections.

5.9 Movement of Goods

The efficient movement of goods is vital to the economic stability and growth of both Chula Vista and the San Diego region. A brief discussion of the rail, air, marine, and trucking facilities for movement of goods is found below. Figure 5-17 shows major facilities used for goods transportation.

Rail

Two primary rail haulers of freight, the Burlington Northern Santa Fe (BNSF) and the San Diego and Imperial Valley (SDIV) railroads, link the San Diego County coastal region (including Chula Vista) to the larger national railway system. BNSF maintains a freight easement over the 62 miles of San Diego County coastal mainline that terminates at the National City Marine Terminal north of Chula Vista. BNSF also interchanges freight with the SDIV. The SDIV operates freight service on the SANDAG-owned railway in the southwestern part of the County, including Chula Vista, where it is known as the San Diego and Arizona Eastern (SD&AE) Railway. Freight hauling occurs during night-time hours when the trolley is not in service. The SDIV operates "short haul" railroad service south through Tijuana to the eastern areas of Tecate, Mexico and California's Imperial Valley.

Air

Chula Vista's commercial air transportation needs are served by Lindbergh Field, San Diego's international airport (passenger and freight traffic), and by Brown Field Municipal Airport, a general aviation facility with one runway located south of Chula Vista on Otay Mesa within the City of San Diego. Albelardo L. Rodriguez Airport in Tijuana is approximately ¼ mile south of the U.S.-Mexico border, with a single runway that provides passenger and cargo service to major cities in Mexico.

Marine

Maritime shipping needs for Chula Vista are provided by two major marine terminals, the Tenth Avenue Marine Terminal in San Diego and the National City Marine Terminal in National City. The City of Chula Vista's marina at the south end of San Diego Bay, located at the west end of J Street in the Bayfront, is used for recreational boating and also has some boating-related light industrial uses.

The efficient movement of goods is vital to the economic stability and growth of the City.

Trucks

Although a portion of goods movement from and through Chula Vista is via the rail, air, and marine services discussed above, the vast majority of goods movement is by trucks. SANDAG studies from 1981 onward show a steady increase of heavy-duty trucks (defined as having over a one ton carrying capacity) over the years. In Chula Vista, most truck traffic is through traffic on the regional freeways, but there is also internal truck traffic generated by economic activity typical of a mid-sized city such as Chula Vista.

The City has designated select roadways as truck routes to provide for the regulated movement of trucks through the City. This is intended to route truck traffic to those streets where neighborhood intrusion, noise, and other potential impacts are minimized. Roadways providing access to the freeways and major activity centers are the most likely candidates for truck route designation. The designation of truck routes does not prevent trucks from using any other streets to make deliveries or for other reasons, as defined in the Vehicle Code of the State of California.

5.10 Noise

Noise is closely related to land use and transportation. See Section 3.5 Noise, of Chapter 9, Environmental Element, for information on noise levels, with objectives and policies that address protecting people from excessive noise and minimizing noise from transportation.

6.0 LAND USE AND TRANSPORTATION GOALS

The following goals provide a future vision for land use and transportation in Chula Vista, and establish a frame of reference for decision-making to make that vision a reality.

6.1 Safe, healthy, walkable, and vibrant communities with a balance of jobs and housing.

6.2 A mix of land uses that meets community needs and generates sufficient revenue for public facilities, services, and amenities.

6.3 A sustainable circulation / mobility system that provides transportation choices and is well-integrated with the City's land uses.

7.0 PLANNING FACTORS, OBJECTIVES, AND POLICIES

There are several planning factors involved in making the above goals reality, and these factors are described below. Each factor has at least one objective, or focused goal, and each objective has at least one policy, which describes how the City will meet the objectives.

LUT 7.1 A Balance of Land Uses

A balance of land uses, residential, employment, commercial, recreational, civic/cultural, and open space, provided at the appropriate intensity, location, and mix, is important to Chula Vista's future. Benefits include reduced commute times, improved air quality, higher sales tax revenues, increased mobility options, and an improved quality of life for City residents. For example, jobs that are close to housing areas reduce commute times and improve air quality. Currently, Chula Vista has fewer jobs than housing units. Adding more jobs, shopping, and restaurants to our City can help to reduce trips outside the City and increase local revenues. A full range of commercial services, from regional shopping centers to specialty stores, is convenient for residents, can attract non-residents to shop here, and keeps sales tax revenues in the City, where it will most benefit residents. Residential areas with nearby stores, services, and restaurants allow residents to walk or bike for their daily shopping needs, which is a healthy alternative to driving.

A balance of land uses is important to Chula Vista's future.

Residential, commercial, industrial, educational, recreational, and civic facilities should provide a balance and combination of uses that both complement the existing community and accommodate the future needs and desires of the community. Ideally, this balance would meet the needs of Chula Vista's residents and contribute towards meeting regional needs.

OBJECTIVE - LUT 1

Provide a balance of residential and non-residential development throughout the City that achieves a vibrant development pattern, enhances the character of the City, and meets the present and future needs of all residents and businesses.

POLICIES

LUT 1.1 Ensure that land uses develop in accordance with the Land Use Diagram and Zoning Code in an effort to attain land use compatibility.

LUT 1.2 Coordinate planning and redevelopment activities and resources to balance land uses, amenities, and civic facilities in order to sustain or improve the quality of life.

LUT 7.1 A Balance of Land Uses

POLICIES

LUT 1.3 Identify specific focus areas in Chula Vista where the majority of future development should occur.

LUT 1.4 Seek to achieve an improved balance between jobs and housing in Chula Vista.

LUT 1.5 Endeavor to create a mixture of employment opportunities for citizens at all economic levels.

LUT 1.6 Attract and maintain land uses that generate revenue for the City of Chula Vista, while maintaining a balance of other community needs, such as housing, jobs, open space, and public facilities.

LUT 1.7 Provide high-quality public facilities, services, and other amenities within close proximity to residents.

LUT 1.8 Pursue higher density residential categories and retail demand that are not being met within the City.

LUT 1.9 Provide opportunities for development of housing that respond to diverse community needs in terms of density, size, location, and cost.

LUT 1.10 Maintain an adequate supply of land designated and zoned for residential use at appropriate densities to meet housing needs, consistent with the objective of maintaining a balance of land uses.

LUT 1.11 Promote and assist the growth and vitality of existing commercial centers.

LUT 1.12 Encourage regional-serving, high volume retail or other uses to locate near freeway access to minimize traffic on City streets.

LUT 1.13 Maintain neighborhood and community shopping centers of sizes and at locations that offer both choice and convenience for shoppers and residents, while sustaining a strong retail base for the City.

LUT 1.14 Provide sufficient sites to meet the need for commercial services that can be supported by local residents, businesses and workers, such as automobile sales and repair, construction contractors, building material, warehousing and storage, and home repair services and maintenance supplies.

LUT 7.1 A Balance of Land Uses

POLICIES

LUT 1.15 Allow office uses that are associated with complementary commercial service businesses in commercial service areas.

LUT 1.16 Maintain and promote the Northwest Planning Area's Urban Core Subarea as the major office, financial, civic and cultural center of Chula Vista by directing higher intensity office uses, government, urban residential, retail, restaurants, and entertainment uses to locate there.

LUT 1.17 Encourage the development of cultural and performing arts nodes in different areas throughout the City, each with a specific non-competing focus, such as viewing performances or works of art, and learning about, creating, or purchasing art.

LUT 1.18 Prepare Specific Plans or other appropriate plans to further define and implement the General Plan's intent for the Northwest and Southwest Planning Areas.

LUT 1.19 Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, traffic circulation patterns, environmental constraints, and compatibility with surrounding land uses.

Chula Vista Vision 2020

Movement of Goods Facilities

City of Chula Vista
General Plan Update
Figure 5-17 | LUT-#73

LUT 7.2 Preserving and Enhancing Stable Residential Neighborhoods

Planning for existing neighborhood preservation, identity and protection is one of the most important purposes of the City's General Plan. To maintain the quality of existing, stable residential neighborhoods requires that the City conserve existing housing, ensure good street design, minimize and control traffic in residential neighborhoods, and ensure that development adheres to quality design standards.

Preserving and protecting existing neighborhoods is one of the most important purposes of the General Plan.

OBJECTIVE - LUT 2

Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable residential neighborhoods.

POLICIES

LUT 2.1 Preserve and reinforce the community character of existing older, well-maintained neighborhoods not designated as Focus Areas.

LUT 2.2 Protect existing stabilized single-family neighborhoods from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LUT 2.3 Ensure that new development is a positive addition to the City's environment and does not detract from the nature and character of appropriate nearby established development.

LUT 2.4 Ensure that proposals for new construction, remodels and additions are appropriately sized and designed to be compatible with the existing neighborhood, minimizing impacts on adjacent parcels.

LUT 2.5 Allow non-residential activity in residential areas only when the character and the quality of the neighborhood can be maintained.

LUT 2.6 Develop strategies to discourage use of neighborhood streets for regional and local cut-through traffic and protect existing neighborhoods from adverse traffic effects.

LUT 2.7 Recognize established communities and neighborhoods within the City through signage, landscaping or other identifying features.

LUT 7.3 | Implementing Mixed Use Areas

This General Plan proposes mixed use development to create vibrant environments in select areas of the City. These mixed use areas are intended to provide housing and jobs near existing and proposed transit locations, as well as at activity centers located throughout the City. The mixed use areas allow the City an opportunity to provide for a more urban living and working environment than currently exists in the City.

This General Plan proposes mixed use development to create vibrant environments in select areas of the City.

OBJECTIVE - LUT 3

Designate opportunities for mixed use areas with higher density housing that is near shopping, jobs, and transit in appropriate locations throughout the City.

POLICIES

LUT 3.1 Promote mixed use development, where appropriate, to ensure a pedestrian-friendly environment that has opportunities for housing, jobs, childcare, shopping, entertainment, parks, and recreation in close proximity to one another.

LUT 3.2 Encourage new development that is organized around compact, walkable, mixed use neighborhoods and districts in order to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.

LUT 3.3 Authorize and encourage mixed use development in focus areas, including high-density residential housing, neighborhood-serving commercial, and office uses.

LUT 3.4 Develop the following areas as mixed use centers: Urban Core, Palomar Trolley Station, Eastern Urban Center, and Otay Ranch Village Cores and Town Centers.

LUT 3.5 Amend the Zoning Ordinance to implement mixed use zoning districts that provide development standards for mixed use development, which should address minimum density and intensity requirements; allowable uses; building heights; and shared parking standards.

LUT 7.3 Implementing Mixed Use Areas

POLICIES

LUT 3.6 Allow for the revitalization and intensification of infill sites within the Northwest and Southwest Planning Areas, consistent with FAR limitations; and amend the Zoning Ordinance so that it does not inhibit appropriate infill development.

LUT 3.7: Encourage new ownership or rental housing in mixed use designations and near major transit services, where compatible with adjacent neighborhoods. Mixed use housing should minimize impacts on designated single-family neighborhoods.

LUT 3.8 Encourage a wide variety of retail and commercial services, such as restaurants and cultural arts / entertainment, in appropriate locations.

LUT 3.9 Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed use areas.

LUT 3.10 Support the continued development of a visitor economy in the Northwest Planning Area and additional visitor commercial uses and amenities in the Bayfront Planning Area.

LUT 3.11 Endeavor to reduce the number of peak hour automobile trips by supporting increased services near workplaces.

LUT 3.12 Minimize local and regional traffic by concentrating higher density employment near major transit services.

LUT 3.13 Higher density residential and mixed use residential/commercial development should be designed to:

- Create a pleasant walking environment to encourage pedestrian activity.
- Maximize transit usage.
- Provide opportunities for residents to conduct routine errands close to their residence.
- Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.
- Use architectural elements or themes from the surrounding neighborhood.
- Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts.

LUT 7.4 Compatible Land Use and Edge Transitions

Incompatible land uses immediately adjacent to one another, such as residential and industrial uses, may significantly affect the health of a community. Uses should be appropriately buffered or incompatibilities should be addressed through redesignation of uses or mitigation of impacts to adjacent uses in the area. Mixed use areas will inherently have higher levels of activity and intensity than solely residential neighborhoods. Both the pattern of mixed use areas and individual project designs must be sensitive to edge transitions between neighborhoods and strive to minimize potential impacts on adjacent residential neighborhoods.

Mixed use areas will inherently have higher levels of activity and intensity than solely residential neighborhoods.

OBJECTIVE - LUT 4

Ensure adjacent land uses are compatible with one another.

POLICIES

LUT 4.1 Ensure that the design review process guarantees excellence in design and that new construction and alterations to existing buildings are compatible with the best elements of the character of the area.

LUT 4.2 Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process.

LUT 4.3 Ensure that the design of new residential or commercial developments is sensitive to the character of existing neighborhoods.

LUT 4.4 Discourage additional multi-family development in existing single-family designated neighborhoods.

LUT 4.5 Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood and that all building facades are attractive.

LUT 4.6 Establish design guidelines and development standards for commercial and mixed use development that respect and complement the character of surrounding neighborhoods and uses.

LUT 4.7 Require that outdoor storage areas or salvage yards be screened from any public right-of-way.

LUT 7.4 Compatible Land Use and Edge Transitions

POLICIES

LUT 4.8 Ensure that any land use that handles, generates and/or transports hazardous substances, as defined by state and federal regulations, will not negatively impact existing sensitive receptors/land uses.

LUT 4.9 Coordinate with adjacent landowners, cities, and the County of San Diego in developing compatible land uses for areas adjacent to the City's boundaries.

LUT 4.10 Coordinate and work closely with the City of San Diego in the Otay Valley Regional Park and Sweetwater/Bonita areas to participate in the development review processes of projects proposed in these areas. Work to ensure that such development takes City of Chula Vista standards into consideration, as appropriate.

LUT 7.4 Compatible Land Use and Edge Transitions

OBJECTIVE - LUT 5

Appropriate transitions should be provided between land uses.

POLICIES

LUT 5.1 Protect adjacent residential neighborhoods by establishing guidelines that scale down development at the edges of higher intensity mixed use, commercial, and urban residential areas (i.e., transitional areas).

LUT 5.2 Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.

LUT 5.3 Require that commercial and industrial development adjacent to residential or educational uses be adequately screened and buffered to minimize noise, light, glare and any other adverse impacts upon the residential neighborhood or educational facility.

LUT 5.4 Require landscape and/or open space buffers to maintain a natural edge for proposed private development directly adjacent to natural and public open space areas.

LUT 7.5 Enhancing Community Image

Community image is the impression held in the minds of Chula Vista residents and visitors to the City. It is created by both natural and man-made features, such as views, open space, city entryways, primary or secondary gateways, streetscapes, buildings, parks, and plazas.

Environmental protection of our open space network is important to City residents and will continue.

Preservation and enhancement of scenic resources, and the positive visual aspects of Chula Vista's urban, suburban, and rural character are important factors as the City continues to grow. Continued environmental protection of our open space network is important to City residents and will continue. Directing new and infill growth to areas along major arterial corridors and transit routes is beneficial to open space areas and will benefit our City as a whole.

Urban design refers to the various physical design elements that make up the city's built environment, including buildings, public spaces, gateways, streetscape, and landscaping. The quality, physical form, and arrangement of these elements contribute to the city's image, neighborhood identity, and overall livability.

Gateway areas into the city or its districts that are well-designed, attractive, and exhibit a special character help to enhance the city's image and instill community pride. Quality architecture and landscape design are also important elements of city building and place making. Preservation of important cultural buildings and landmarks contribute to the community's unique sense of place. Also, programs for public art, signs, and landscaping help to create an attractive and special environment for Chula Vista's residents and visitors.

Community Image and Identity

OBJECTIVE - LUT 6

Strengthen and sustain Chula Vista's image as a unique place by maintaining, enhancing and creating physical features that distinguish Chula Vista's neighborhoods, communities, and public spaces, and enhance its image as a pedestrian-oriented and livable community.

LUT 7.5 | Enhancing Community Image

POLICIES

LUT 6.1 Develop a program to enhance the identity of special districts and neighborhoods to create variety and interest in the built environment, including such items as signage, monuments, landscaping and street improvements.

LUT 6.2 Emphasize certain land uses and activities, such as cultural arts, entertainment, specialty retail, or commercial recreation, to enhance or create the identity of specialized districts or Focus Areas in the City.

LUT 6.3 Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and enhance the desired character of their District.

LUT 6.4 Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways, paseos, and plazas, into public improvements and private projects.

LUT 6.5 Prepare urban design guidelines that help to create pedestrian-oriented development by providing:

- Pedestrian circulation among parcels, uses, transit stops, and public or publicly accessible spaces;
- Human scale design elements;
- Varied and articulated building facades;
- Visual (first floor clear glass windows) and physical access for pedestrians;
- Ground floor residential and commercial entries that face and engage the street; and
- Pedestrian-oriented streetscape amenities.

LUT 6.6 Develop a master plan for artwork in public places that would identify the types of art desired and establish appropriate settings for the display of art, including within public rights-of-way and landscape medians.

LUT 6.7 Ensure that vacant parcels and parcels with unsightly storage uses, such as auto salvage yards, are appropriately screened from the street to reduce their negative visual effects.

LUT 7.5 | Enhancing Community Image

POLICIES

LUT 6.8 Encourage the upgrading, beautification, and revitalization of existing strip commercial areas and shopping centers.

Gateways and Streetscapes

OBJECTIVE - LUT 7

Create enhanced gateway features for City entry points and other important areas, such as special districts.

POLICIES

LUT 7.1 Create consistent entry features for City entryways and gateways so people recognize that they are entering Chula Vista.

LUT 7.2 Prepare individual or city-wide entryway, gateway, and gateway street master plans that will provide design guidelines and standards for public improvements, as well as private or public development within these designated areas. Examples may include enhanced pavement and/or sidewalk standards, enhanced landscape standards, thematic sign standards, and special architectural standards for buildings or other structures.

LUT 7.3 Develop a comprehensive gateway improvement program, consistent with individual or city-wide entryway, gateway, and gateway master plans, to select significant gateways along major arterials for improvements, which may include monument-type identification signs, special enhanced landscaping and paving, public art, and unique property development standards.

LUT 7.4 Cooperate with Caltrans to improve freeway landscaping, especially at on- and off-ramps and at freeway interchanges.

LUT 7.5 Establish a pedestrian paseo along F Street (F Street Promenade) that will link downtown with the Interstate 5 Corridor District and the Bayfront Planning Area.

LUT 7.5 | Enhancing Community Image

OBJECTIVE - LUT 8

Create attractive street environments that complement private and public properties, create attractive public rights-of-way, and provide visual interest for residents and visitors.

POLICIES

LUT 8.1 Create unique landscape designs and standards for medians for each major thoroughfare to distinguish each from the other and to provide a special identity for districts and neighborhoods.

LUT 8.2 Develop a coordinated street furniture palette, including waste containers and benches, to be implemented throughout the community at appropriate locations.

LUT 8.3 Provide well-designed, comfortable bus stops throughout the City.

LUT 8.4 Ensure the coordinated design of walls on residential lots that back onto roadways to achieve a uniform appearance from the street. Walls should be uniform in height, use of materials, and color, but also incorporate elements that add visual interest, such as pilasters.

LUT 8.5 Require undergrounding of utilities on private property and develop a priority-based program of utility undergrounding along public rights-of-way.

LUT 8.6 Study the locational requirements of utility, traffic control, and other cabinets and hardware located in the public rights-of-way to determine alternative locations for these items in less obtrusive areas of the street environment.

LUT 8.7 Work with utility providers to coordinate the design of utility facilities (e.g., substations, pump stations, switching buildings, etc.) to ensure that the facilities fit within the context of their surroundings and do not cause negative visual impacts.

LUT 7.5 | Enhancing Community Image

Quality Design

OBJECTIVE - LUT 9

Ensure that buildings and related site improvements for public and private development are well-designed and compatible with surrounding properties and districts.

POLICIES

LUT 9.1 Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape, mountain and bay sight lines, and important gateways into the City.

LUT 9.2 Promote and place a high priority on quality architecture, landscape, and site design to enhance the image of Chula Vista, and create a vital and attractive environment for businesses, residents, and visitors.

LUT 9.3 Ensure that good project landscape and site design creates places that are well-organized, attractive, efficient, safe, and pedestrian-friendly.

LUT 9.4 Actively promote architectural and design excellence in buildings, open space, and urban design.

LUT 9.5 Continue to use the design review process for all public and private developments (which includes architectural, site plan, landscape and signage design) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific requirements of the City's Design Manual, General Plan, and appropriate zone or Area Development Plans.

LUT 7.5 | Enhancing Community Image

Historic Resources

OBJECTIVE - LUT 10

Protect Chula Vista's important historic resources.

POLICIES

LUT 10.1 Develop a preservation program that brings together the objectives outlined in "An Evaluation of Historic Preservation in Chula Vista" with the goals and objectives of the General Plan.

LUT 10.2 Amend City zoning codes as necessary to implement the recommendations contained in "An Evaluation of Historic Preservation in Chula Vista" and related subsequent evaluations and studies, including the establishment of a historic preservation ordinance.

LUT 10.3 Conduct a comprehensive survey and establish and maintain an up-to-date inventory of historic properties.

LUT 10.4 Continue participation in the Mills Act and other appropriate incentive programs to encourage the preservation of cultural resources.

LUT 10.5 Through the City's development regulations, acknowledge and recognize those areas of the City that are historic resources.

LUT 10.6 Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to historic resources in accordance with the California Environmental Quality Act.

LUT 10.7 As practicable, the City will support and encourage the rehabilitation of sound historic buildings.

LUT 10.8 Encourage and promote the adaptive reuse of historic resources and buildings, and where appropriate, the non-historic buildings that embody Chula Vista's cultural or historic character.

LUT 7.5 | Enhancing Community Image

Scenic Resources

OBJECTIVE - LUT 11

Preserve scenic resources in Chula Vista, maintain the City's open space network, and promote beautification of the City.

POLICIES

LUT 11.1 Identify and protect important public viewpoints and viewsheds throughout the Planning Area, including features within and outside the planning area, such as mountains, native habitat areas, San Diego Bay, and historic resources.

LUT 11.2 Continue to implement the City's planned open space network.

LUT 11.3 Screen unsightly industrial properties on the Bayfront, or convert such properties to uses that are consistent with the desired visual character of the Bayfront.

LUT 11.4 All developments proposed adjacent to scenic routes should be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage, and utilities. Development adjacent to designated scenic routes should be designed to:

- Create substantial open areas adjacent to scenic routes through clustering development;
- Create a pleasing streetscape through landscaping and varied building setbacks; and
- Coordinate signage, graphics and/or signage requirements, and standards.
- 7.6 Linking Chula Vista Internally

LUT 7.6 Linking Chula Vista Internally and to the Region

Chula Vista is an integral part of the larger San Diego region and is emerging as the dynamic hub of the south San Diego County area. To maintain and continue to develop in this role, it is crucial that Chula Vista's transportation system is well connected to the region's overall transportation network. It is equally important that Chula Vista's internal connections function efficiently and provide convenient access between the City's various activity centers, and from residential areas to activity centers.

It is crucial that Chula Vista's transportation system is well connected to the region's overall transportation network.

This General Plan anticipates full funding and completion of State Route 125, including the Otay River crossing, essential interchanges in Chula Vista, and accommodation of regional transit service as central to supporting the development concepts of the General Plan.

OBJECTIVE - LUT 12

Coordinate with appropriate regional and local agencies to create an effective regional transportation network that links Chula Vista to the surrounding region and Mexico.

POLICIES

LUT 12.1 Support the study, design, expansion and construction of a regional freeway system that will have the capacity to carry forecasted regional traffic demand in and through the City of Chula Vista.

LUT 12.2 Support planning for regional freeways and state highways to allow mitigation of anticipated impacts from external trips on the Chula Vista circulation system.

LUT 12.3 Plan for high capacity regional freeway and Transit First facilities to adequately serve the regional travel demand resulting from the land uses associated with adjacent areas.

LUT 7.6 Linking Chula Vista Internally and to the Region

POLICIES

LUT 12.4 Focus regional traffic corridors traversing the general plan area to Interstate 5, Interstate 805, State Route 54, and State Route 125. Major east-west roads should be used to effectively distribute traffic to the freeways and tollways.

LUT 12.5 Continue to actively participate in regional organizations and processes to ensure the integration of Chula Vista circulation system facilities with circulation systems planned for by other agencies.

LUT 12.6 Define and evaluate quality of life standards for transportation, and establish an implementation plan for financing needed facilities.

LUT 12.7 Coordinate with regional agencies to ensure adequate transportation links with regional population, employment and activity centers.

LUT 12.8 The ultimate need to construct the future La Media Road crossing will be subject to analysis conducted through pending updates of plans within the surrounding area, such as the City of San Diego Otay Mesa Community Plan Update.

LUT 12.9 Achieve full funding and completion of State Route 125, including its crossing of the Otay River, essential interchanges in Chula Vista, and accommodation of regional transit service, prior to pursuing any future La Media Road crossing of the Otay River.

LUT 12.10 Work with regional planning agencies to incorporate revisions in the regional mobility network proposed to support the City of Chula Vista's General Plan.

LUT 12.11 Work with regional funding agencies to prioritize transportation system improvements as they are needed in Chula Vista, local smart growth opportunity areas, and south San Diego County.

LUT 7.6 Linking Chula Vista Internally and to the Region

OBJECTIVE - LUT 13

Improve transportation connections within Chula Vista and between eastern and western Chula Vista, particularly transit connections between major activity centers.

POLICIES

LUT 13.1 Study and consider physical and operational improvements to increase street and intersection capacity, provided they are compatible with other City goals.

LUT 13.2 Optimize and maintain the performance of the traffic signal system and the street system, to facilitate traffic flow and to minimize vehicular pollutant emission levels.

LUT 13.3 Support the implementation of enhanced transit service concepts (such as Transit First!) on H Street and other major east/west arterials. Enhance east/west accessibility with use of Bus Rapid Transit (BRT).

LUT 13.4 Develop an overall transportation system plan and standards, including an evaluation of service levels, to address mobility, accessibility, and linkage between eastern and western Chula Vista.

LUT 13.5 Develop a convenient destination-oriented shuttle system within the City that links activity centers, recreation opportunities, and other appropriate important destinations. Ensure that such a system is environmentally-friendly, affordable, and accessible, and connects Downtown Third Avenue, the Civic Center, H Street, and the Bayfront.

LUT 7.7 Land Use and Transportation Integration

Transportation and travel are important quality of life components for Chula Vista residents. How easy it is to get back and forth to work and school, the amount of time spent commuting, and the number and degree of choices available for getting around are very important to people. Land use type, function, and location all have a major effect on transportation use, and decisions about transportation influence what is built and where. Planning for land use and transportation facilities must be considered together to achieve the best solutions. For example, higher density housing always reduces land consumption, but it only has transportation benefits when paired with a land use mix that provides destinations within a convenient walking distance, in areas that have access to transit and transportation corridors, and in areas that have street patterns that are interconnected and developed with sidewalks..

Land use type, function, and location all have a major effect on transportation use.

OBJECTIVE - LUT 14

Integrate land use and transportation planning and related facilities.

POLICIES

LUT 14.1 Promote the development of well-planned communities that will tend to be self-supportive and thus reduce the length of vehicular trips, reduce dependency on the automobile, and encourage the use of other modes of travel.

LUT 14.2 Ensure that new development and community activity centers have adequate transportation and pedestrian facilities.

LUT 14.3 Provide direct and convenient access to public transit stops within residential, commercial, and industrial areas.

LUT 14.4 Develop plans, policies and standards for enhancing interchanges and bridge crossings along (or over) the Interstate 5 corridor to support transit, vehicular, and pedestrian connections.

LUT 7.7 Land Use and Transportation Integration

OBJECTIVE - LUT 14

Plan and coordinate development to be compatible and supportive of planned transit.

POLICIES

LUT 15.1 Designate sufficient land at appropriate densities to support planned transit and require that development be transit-oriented, as appropriate to its proximity to transit facilities.

LUT 15.2 Direct higher intensity and mixed use developments to areas within walking distance of transit, including San Diego Trolley stations along E, H, and Palomar Streets, and new stations along future transit lines, including Bus Rapid Transit (BRT).

LUT 15.3 Establish new Town Centers in the East Planning Area to be transit-oriented and include a transit station.

LUT 15.4 Require developers to consult and coordinate with SANDAG and the City to ensure that development is compatible with and supports the planned implementation of public transit.

LUT 7.8 Improving Vehicular and Transit Mobility

The City of Chula Vista will continue its efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity; however, the City's ability to widen roads to accommodate increased demand from automobile traffic is limited. Additionally, road widening in some areas is not consistent with goals to create streets that are pedestrian-friendly and safe. Therefore, the City must seek alternative ways to increase the capacity to move both people and cars. This includes more efficient use of roadways, traffic demand reduction, and increased use of transit, bicycles, and walking.

The City must seek alternative ways to increase the capacity to move both people and cars

OBJECTIVE - LUT 16

Reduce traffic demand through Transportation Demand Management (TDM) strategies, increased use of transit, bicycles, walking, and other trip reduction measures.

POLICIES

LUT 16.1 Support and encourage the use of public transit.

LUT 16.2 Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use conventional transit service.

LUT 16.3 Provide and enhance all feasible alternatives to the automobile, such as bicycling and walking, and encourage public transit ridership on existing and future transit routes.

LUT 16.4 Use master planning techniques in new development and redevelopment projects to enable effective use of public transit.

LUT 16.5 Implement TDM strategies, such as carpooling, vanpooling, and flexible work hours that encourage alternatives to driving alone during peak periods.

LUT 16.6 Encourage employer-based TDM strategies, such as employee transportation allowances, preferential parking for rideshare vehicles, workplace-based carpool programs, and shuttle services.

LUT 16.7 Support the location of private "telework" centers.

LUT 16.8 Encourage establishment of park-and-ride facilities near or at transit stations, as appropriate to the area's character and surrounding land uses.

LUT 7.8 Improving Vehicular and Transit Mobility

OBJECTIVE - LUT 17

Coordinate with the regional transit agency, SANDAG, to develop a state-of-the-art transit system that provides excellent service to residents, workers, students and the disabled, both within the City, and with inter-regional destinations.

POLICIES

LUT 17.1 Designate transportation corridors as potential express transit facilities, such as Bus Rapid Transit (BRT).

LUT 17.2 Actively support and contribute to local and regional planning efforts for the design and implementation of regional transit facilities.

LUT 17.3 Support the implementation of Transit First! concepts and other innovative technologies to raise the standard of transit service.

LUT 17.4 Provide incentives to promote transit in higher density areas.

LUT 17.5 Plan for and promote improved access between the Palomar Street, E Street and H Street light rail stations and land uses east of those stations and to the Bayfront. This may involve the construction of separate bridges or ramps connecting Chula Vista streets to transit facilities and/or a deck over Interstate 5 to the Bayfront.

LUT 7.8 Improving Vehicular and Transit Mobility

OBJECTIVE - LUT 18

Make transit-friendly roads a top consideration in land use and development design.

POLICIES

LUT 18.1 Incorporate transit-friendly and pedestrian-friendly elements into roadway design standards, such as signal priority for transit and adequate sidewalk widths for pedestrians.

LUT 18.2 Protect rights-of-way where possible to facilitate future transit service and support the development of secure park-and-ride lots within walking distance of transit stations.

LUT 7.8 Improving Vehicular and Transit Mobility

OBJECTIVE - LUT 19

Continue efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity to serve future residents, while preserving the unique character and integrity of recognized communities within the City.

POLICIES

LUT 19.1 Provide alternatives and mitigation strategies, as reflected in SANDAG's Regional Comprehensive Plan, so that the area's transportation system is able to move people effectively through a combination of modes.

LUT 19.2 Conduct periodic analysis of the existing circulation system to verify that acceptable levels of service are provided on circulation corridors as part of a comprehensive growth management program.

LUT 19.3 Minimize adverse impacts of the transportation system on adjacent land uses.

LUT 19.4 Maintain and improve existing infrastructure for the movement of people, goods, and vehicles within and through the city.

LUT 19.5 Consider public and personal safety and comfort factors in the design of major transit centers and their connections to the surrounding area, including consideration of crime prevention through environmental design (CPTED) principles and minimizing potential vehicle-pedestrian conflicts.

LUT 7.9 Grade Separated Transit Crossings at E Street and H Street

The San Diego Trolley Blue Line passes through the western part of the City of Chula Vista along the east side of Interstate 5, with stations at E Street, H Street, and Palomar Street. Because the Trolley crossings of City streets are currently at-grade, station stops block the flow of traffic between Interstate 5 and western Chula Vista, resulting in delays and queues. This is especially true on E Street and H Street, which are major east/west roads linking the freeway and the western part of the City. These conditions will worsen due to local and regional traffic growth and the planned increase in Trolley service. Grade separation will reduce east/west traffic delays. Projected "gridlock"-like conditions will be substantially improved, because east/west traffic will flow through intersections without the queues and delays caused by increased Trolley crossings and their gate operations.

Grade separation will reduce east/west traffic delays

OBJECTIVE - LUT 20

Encourage regional and local efforts to continue planning for enhancements to Light Rail Trolley service along the west side of the City.

POLICIES

LUT 20.1 Provide grade separated Trolley crossings at E Street and H Street.

LUT 20.2 Pursue regional, state and federal funding for grade separated Trolley crossings of E and H Streets.

LUT 7.10 Increasing Mobility Through Use of Bicycles and Walking

Bicycles are an alternative to driving, accommodating longer trips than walking, especially when combined with transit. Every trip begins and ends with walking, so the pedestrian environment becomes the primary transportation element that connects all travel modes. For walking and bicycling to be viable alternatives to travel by car, the bicycle and pedestrian systems must efficiently and conveniently connect residential areas and activity centers in a safe and comfortable manner, and within an interesting environment.

OBJECTIVE - LUT 21

Promote the use of non-polluting and renewable alternatives for mobility through a system of bicycle and pedestrian paths and trails that are safe, attractive and convenient forms of transportation.

POLICIES

LUT 21.1 Encourage the use of bicycles and walking as alternatives to driving.

LUT 21.2 Foster the development of a system of inter-connecting bicycle routes throughout the City and region.

LUT 21.3 Preserve, restore, or provide the opportunity for a cyclist to ride a bicycle to virtually any chosen destination, in order to make the bicycle a viable transportation alternative.

LUT 21.4 Link major residential areas with principal trip destinations, such as schools, parks, community centers, and shopping centers.

LUT 21 .5 Provide linkages between bicycle facilities that utilize circulation element alignments and open space corridors.

LUT 21.6 In addition to using open space corridors, off-street bicycle trails should use flood control and utility easements. The trails shall be designed to minimize interaction with automobile cross traffic.

LUT 21.7 Provide bicycle support facilities at all major bicycle usage locations.

LUT 7.10 Increasing Mobility Through Use of Bicycles and Walking

POLICIES

LUT 21.8 Provide and maintain a safe and efficient system of sidewalks, trails, and pedestrian crossings.

LUT 21.9 Promote walking by providing short, direct, safe, and pleasant routes between residential areas and transit stations and/or activity centers.

LUT 21.10 Promote the system of trails envisioned within the Chula Vista Greenbelt.

LUT 21.11 Adopt and implement recommendations of the City's Bikeway Master Plan and Greenbelt Master Plan, such as battery operated three- and four-wheeled vehicles.

LUT 21.12 Provide opportunities for use of personal mobility devices.

LUT 21.13 New overpasses and interchanges should be designed to accommodate bicycles and pedestrians.

LUT 21.14: Require new development projects to provide internal bikeway systems with connections to the citywide bicycle network

LUT 7.11 Regional Cooperation and Coordination

Chula Vista will address issues of regional concern in collaboration with our partners.

Many important issues affecting Chula Vista's quality of life, such as traffic congestion, air quality, jobs, and economic prosperity are regional issues shared by San Diego County's other cities, and unincorporated areas. Region-wide discussion and planning, with coordinated action and implementation can address and improve regional issues and concerns that affect Chula Vista. The Regional Comprehensive Plan (RCP) approved by SANDAG in July 2004 provides a common basis for the region's cities to address issues of mutual concern and to provide balanced, regional solutions. It is important that the City continue to participate on regional bodies that address these issues, and continue to advocate and support proposed RCP solutions that will improve the quality of life for City residents.

The City is also influenced and affected by activities that take place immediately adjacent to its corporate boundary, such as National City and San Diego; within its sphere of influence, such as San Diego County's Sweetwater Community Plan area; or in the nearby surrounding area, such as the Otay Valley and Otay Mesa. Chula Vista needs to address issues of concern or problems in these areas, including establishment of appropriate municipal service boundaries and clear community identity, and proactively work with the appropriate jurisdiction to develop solutions.

OBJECTIVE - LUT 22

Work cooperatively with other agencies and jurisdictions to address regional issues that affect the quality of life for Chula Vista's residents, such as land use, jobs/housing balance, transportation, mobility, and economic prosperity, and advocate proactively with appropriate agencies regarding key issues.

POLICIES

LUT 22.1 Continue to coordinate with regional planning agencies to address regional issues integral to Chula Vista residents' quality of life, and advocate proactively with appropriate bodies regarding key issues.

LUT 7.11 Regional Cooperation and Coordination

POLICIES

LUT 22.2 Coordinate City strategies with SANDAG, member jurisdictions and other appropriate agencies and/or organizations to meet housing and employment needs.

LUT 22.3 Coordinate and cooperate with, and advocate the City's position and strategies on key issues with, appropriate State-wide agencies and organizations, including but not limited to Caltrans and the League of Cities.

OBJECTIVE - LUT 23

Address issues of concern or specific problems in areas immediately adjacent to the City's boundaries or within nearby surrounding areas and proactively work with the appropriate jurisdiction to develop solutions.

POLICIES

LUT 23.1 Work with the City of San Diego to adjust the boundary between San Diego and Chula Vista to generally follow the Otay River.

LUT 23.2 Work with the City of National City to adjust the boundary between National City and Chula Vista to generally follow the Sweetwater River/State Route 54.

LUT 7.12 Relationship of Density/intensity to Amenities

Chula Vista is evolving from a suburban community into a city with a more urban-type environment.

Development in Chula Vista over the past 50 years has been primarily suburban in nature -- relatively low density housing, wellserved by roadways where residents usually need to drive to shop, work and play. Now Chula Vista is evolving from a suburban community into a city with a more urban-type environment in certain areas, primarily eastern Chula Vista's Eastern Urban Center (EUC) and portions of western Chula Vista. Urban-type environments are characterized by a mix of land uses and housing types, especially higher density, within walking distance of daily shopping needs, restaurants, entertainment, parks, plazas and community facilities.

Future urban-type development in the City will bring increased demand for services, infrastructure, and other needs. Due to the mostly built out condition in the more mature areas west of Interstate 805, available land for acquisition for public parks and plazas is scarce and expensive. Various strategies will be employed to provide the needed community amenities for existing and new development in these mature areas of Chula Vista.

All new construction, redevelopment, and infill development will observe City requirements and standards to provide necessary improvements. Implementation will be guided by appropriate plans and documents, including, but not limited to the development standards and guidelines found in existing and future Specific Plans and other regulatory documents. The allowable density and intensity of development is tied to the provision of amenities needed to achieve the community's vision for a well-balanced urban environment. The amenities and incentives are intended to achieve the General Plan's vision and objectives for mixed use development, additional housing opportunities, and a transit-oriented, pedestrian-friendly urban environment that results in improved livability for residents, workers, and visitors.

LUT 7.12 Relationship of Density/intensity to Amenities

OBJECTIVE - LUT 24

Establish an Urban Core Improvements Program for the Urban Core Subarea.

POLICIES

LUT 24.1 Through the Urban Core Specific Plan, determine an urban framework for streets and gateways, transit accommodation, a network of parks and urban plazas, pedestrian-oriented streets, pedestrian and bicycle linkages, and activity nodes.

LUT 24.2 Establish an Urban Core Improvements Program that addresses the urban framework elements; implements Urban Mobility techniques and parking strategies; determines what is needed in various areas; and sets priorities for implementation.

LUT 24.3 Develop methods to finance the Urban Core Improvements Program, including but not limited to Developer Impact Fees, tax increment financing (in redevelopment areas), and/or other financing programs.

LUT 7.12 Relationship of Density/intensity to Amenities

OBJECTIVE - LUT 25

Establish a program for development to provide affordable housing, public amenities, and/or community services necessary to support urban development.

POLICIES

LUT 25.1 Establish a program that relates the allowable floor area ratios (FAR) and residential densities of projects to the provision of public amenities, community services and/or affordable housing to improve the quality of life for Chula Vista's residents, employees, and visitors.

LUT 25.2 Require that all uses and buildings enhance pedestrian activity in accordance with the land use and community image policies in Section 7.6 of this Element, and the policies, guidelines, and standards created by existing and future Specific Plans or other master plan documents.

LUT 25.3 Prepare studies and documents to address the needed amenities, their location, dimensions, and site and design guidelines for General Plan Planning Areas.

LUT 25.4 In the Northwest Planning Area address needed amenities, their location, dimensions, and site and design guidelines through the Urban Core Specific Plan.

LUT 25.5 The City should evaluate the following public benefits or amenities as potential items to be considered in an incentives program, as well as others not listed:

- Public plazas and pocket parks
- Water features in public open spaces
- Public art
- Streetscape improvements
- Pedestrian path improvements
- Enhanced pedestrian connections between parks, public spaces and neighborhoods by means of paths and open space areas
- Jogging, walking and fitness trails
- Outdoor through-block connections

LUT 7.12 Relationship of Density/intensity to Amenities

POLICIES

- Sidewalk widening
- Arcades
- Upper-level setbacks for buildings more than 30 feet above grade
- Lower-level planting terraces or landscaping
- Underground parking and loading
- Parking concealed by occupiable space
- Additional on-site structured parking for adjacent commercial or residential uses
- Off-site park and open space contributions
- Transit station access and improvements
- Bike lockers
- Locate secure bicycle parking facilities near transit centers and major public and private buildings
- Human services programs, such as child day care or senior day care
- School or educational amenities
- Acquisition and maintenance of significant architecture or historical buildings
- Larger lot sizes created through lot consolidations
- Streetfront facades/windows

LUT 7.12 Relationship of Density/intensity to Amenities

OBJECTIVE - LUT 26

Consider use of lot consolidation where appropriate so that projects meeting the objectives of this General Plan can be achieved, and a high level of community amenities can be provided.

POLICIES

LUT 26.1 Recognize that small lot sizes existing in the Urban Core Subarea and elsewhere may hinder implementation of projects; therefore, where appropriate, encourage and facilitate the consolidation of lots in order to meet the objectives of this General Plan and achieve a higher quality project with enhanced community amenities.

LUT 26.2 Encourage projects on larger lots and consolidated lots in order to achieve the objectives of this General Plan to take advantage of any incentives program.

LUT 7.13 Clustering of Residential Development

The concept of residential clustering involves the aggregation or grouping of allowable residential units onto a reduced land area on a particular site, typically in response to the site's unique physical characteristics. These characteristics include such items as topography, geology, biological resources or other similar constraints. Clustering may also be used to provide additional amenities for project residents, such as creating open space and/or recreational opportunities. Clustering is most effective when both the site resources and the residents are benefited.

One concern with clustering is that the resulting residential type and/or configuration becomes different than that intended for the area (in a non-clustered situation), and raises issues of consistency and compatibility. To respond, the degree of clustering should not result in housing types inconsistent to the area, such as creating multi-story, multifamily units in a single family designated area. In such an instance, smaller lot single family dwellings, and single family attached units or townhomes would be more appropriate. To address another concern, use of clustering is not intended to yield a number of units that would otherwise not be approved on the site in a normal configuration.

OBJECTIVE - LUT 27

Allow for the clustering of residential development to respond to site constraints, and improve amenities for project residents.

POLICIES

LUT 27.1 Clustering in response to site constraints must accomplish one or more of the following: preservation of natural landforms, significant reduction in the amount and extent of grading, response to geologic, soil or other hazards, and/or protection of sensitive biological resources.

LUT 27.2 Clustering may also be allowed where it clearly accomplishes one or more of the following; aggregates open space with the project for amenity and recreational purposes, improves the visual and functional qualities of the project.

LUT 7.13 Clustering of Residential Development

POLICIES

LUT 27.3 Clustering shall not result in the creation of dwelling product types that are substantially out of character with the intended dwelling type for the subject General Plan residential classification. The introduction of some units types typically applicable to the next highest residential density classification may be allowed, provided that the predominant character of the project maintains consistency with the applicable residential classification.

LUT 7.14 | Parking

Parking is a major component of existing and new development or redevelopment; however, parking demand and how it is met should not dominate or detract from the urban environment. Excessive land used for surface parking reduces residential and commercial densities and increases the distance between buildings and streets. A neighborhood or district's parking supply should be appropriate for the area's land uses and level of transportation service. Parking facilities should fit well within the area and not negatively affect its pedestrian-oriented environment, aesthetic qualities, or overall appearance.

By balancing parking demand with the needs of pedestrians, bicyclists and transit, an enhanced urban environment will result.

OBJECTIVE - LUT 28

Use parking management to better utilize parking facilities and implement policies to reduce parking demand before considering public expenditures for additional parking facilities.

POLICIES

LUT 28.1 Consider the limiting of parking in appropriate areas to discourage single-occupant vehicle commuting and reinforce non-auto travel modes, but not so limiting as to adversely affect the viability and vitality of the area.

LUT 28.2 Consider establishment of maximum allowances for off-street parking spaces in mixed use zones where parking demand could be offset by close proximity of uses or availability of transit.

LUT 28.3 Emphasize the provision of short-term parking (e.g., parking duration limits, time-of-day, restricted parking zones) over long-term parking in commercial areas.

LUT 7.14 | Parking

OBJECTIVE - LUT 29

Provide parking facilities that are appropriately integrated with land uses, maximize efficiency, accommodate alternative vehicles, and reduce parking impacts.

POLICIES

LUT 29.4 Strategically locate parking structures to serve commercial and employment centers, and to provide park and ride opportunities for use of express shuttle, trolley service, and other transit.

LUT 29.5 Encourage consolidation of surface parking lots into structured parking facilities, where appropriately located and well-designed.

LUT 29.6 Provide parking and recharging facilities for alternative vehicles such as bicycles and electric and low-emission vehicles.

LUT 7.14 | Parking

OBJECTIVE - LUT 30

Evaluate the use and applicability of various strategies to provide parking.

POLICIES

LUT 30.1 Consider the joint use of parking facilities in mixed use areas where peak parking occurs at different times of the day or week and the parking facility is within ¼ mile of the uses it will serve.

LUT 30.2 Consider the establishment of parking districts that may include a variety of public parking facilities, including surface lots and parking structures, to provide parking for a bounded geographical area.

LUT 30.3 Consider the use of parking credits for developers in exchange for transit facility placement, bicycle facilities, and/or monetary contribution toward public parking.

LUT 30.4 Consider the use of in-lieu fees, whereby a specified amount is submitted to the City for each parking space not provided on site, which the City shall subsequently use for the construction of public parking facilities.

LUT 7.14 | Parking

OBJECTIVE - LUT 31

Ensure that parking facilities are appropriately sited and well-designed in order to minimize adverse effects on the pedestrian-oriented environment, and to enhance aesthetic qualities.

POLICIES

LUT 31.1 Off-street surface parking areas should be located and designed in a manner that supports and does not conflict with pedestrian activity, such as to the side or rear of buildings wherever feasible. In pedestrian-oriented areas, locate surface parking lots to the rear or side of buildings wherever feasible.

LUT 31.2 Establish design guidelines for the siting and creation of parking structures, including the requirement that parking structures adjacent to street frontage have ground floor commercial uses along the frontage and that their facades incorporate design features that enhance the street frontage.